

V. REMARKS

Claims 1, 4, 6 and 7 are rejected under 35 U.S.C. 102(e) as anticipated by Kauffman(U.S. Patent No. 6,363,857). The rejection is respectfully traversed.

Kauffman teaches a transportation system that includes a transportation network and a plurality of transporters. The transportation network has a plurality of stations and guideways interconnecting the stations so that each station can be reached directly or indirectly from each other station across the guideways. The plurality of transporters are suitable for operation on the guideways of the network. Each transporter is individually routable on demand to a chosen station of the plurality of stations and each transporter includes a transporter body, a routing controller, two horizontally extending supports extending in opposite directions from the transporter body and at least one transporter support magnet supported by each horizontally extending support. The guideways include main guideways and station guideways. Each main guideway has parallel main guideway tracks with a distance between the main guideway tracks sufficient to accommodate a transporter body. Each station guideway includes parallel station guideway tracks with a distance between the station guideway tracks sufficient to accommodate the main guideway tracks. Each station guideway intersects a main guideway at one end and connects to a station at an opposite end. Each station guideway rises or moves downward from an intersection with a main guideway to an altitude which is sufficient to cause a transporter moving on the station guideway to not contact a transporter moving along the main guideway.

The horizontally extending supports contact a rotatable shaft mounted on the transporter so that rotation of the rotatable shaft in an extension direction causes the horizontally extending supports to move in opposite directions extending outward from the transporter. Rotation of the rotatable shaft in an opposite direction causes the horizontally extending supports to move inward towards the transporter. Each guideway track has guideway support magnets with like polarity as the transporter support magnets so that each transporter support magnet is positioned above a guideway support magnet.

Claim 1, as amended, is directed to a transportation system for allowing a wheeled vehicle to run on its wheels between stations via a track structure formed as a pair of parallel tracks. Claim 1 recites that the transportation system includes an acceleration zone for accelerating the wheeled vehicle by propulsion supply means provided in the vicinity of the station and an autonomous traveling zone for allowing the wheeled vehicle accelerated in the acceleration zone to travel on its wheels along the track structure in an autonomous manner without the propulsion supply means. Claim 1 further recites that the propulsion supply means is a linear-type accelerator for accelerating the wheeled vehicle by providing a propulsion force from a first magnet located on the track to a second magnet mounted on the wheeled vehicle.

It is respectfully submitted that the rejection is improper because the applied art fails to teach each element of claim 1 as amended. Specifically, it is respectfully submitted that the applied art fails to teach a wheeled vehicle to run on its wheels between stations via a track structure. Further, it is respectfully submitted that the applied art fails to teach an acceleration zone for accelerating the wheeled vehicle by propulsion supply means provided in the vicinity of the station and an autonomous traveling zone for allowing the wheeled vehicle accelerated in the acceleration zone to travel on its wheels along the track structure in an autonomous manner without the propulsion supply means. As a result, it is respectfully submitted that claim 1 is allowable over the applied art.

Claim 7, as amended, is directed to a transportation system having a rail structure formed as a pair of parallel tracks and extending between stations and a wheeled vehicle movable on the rail structure via the wheels of the vehicle and carrying drive means. Claim 7 recites that the transportation system includes a first zone for accelerating the wheeled vehicle from a stopped condition to a required speed by a propulsion force supplied from propulsion supply means located from one of the stations toward the other station by a predetermined distance and a second zone not having the propulsion supply means, in which the wheeled vehicle accelerated in the first zone travels on the rail by a

propulsion force supplied from the drive means. Claim 7 for the recites that the propulsion supply means is a linear-type accelerator for accelerating the wheeled vehicle by providing a propulsion force from a fixed magnet located along the rail structure to a movable magnet mounted on the wheeled vehicle.

It is respectfully submitted that the rejection is improper because the applied art fails to teach each element of claim 7 as amended. Specifically, it is respectfully submitted that the applied art fails to teach a wheeled vehicle movable on a rail structure via the wheels of the vehicle. Furthermore, it is respectfully submitted that the applied art fails to teach a first zone for accelerating the wheeled vehicle from a stopped condition to a required speed by a propulsion force supplied from propulsion supply means located from one of the stations toward the other station by a predetermined distance and a second zone not having the propulsion supply means in which the wheeled vehicle accelerated in the first zone travels on the rail by a propulsion force supplied from the drive means. As a result, it is respectfully submitted that claim 7 is allowable over the applied art.

Claims 4 and 6 depend from claim 1 and include all of the features of claim 1. Thus, it is respectfully submitted that the dependent claims are allowable at least for the reason claim 1 is allowable as well as for the features they recite. For instance, claim 4 recites a single auxiliary track disposed between a pair of parallel tracks.

Withdrawal of the rejection is respectfully requested.

Claims 5 and 8 are rejected under 35 U.S.C. 103(a) as unpatentable over Kauffman in view of Bennett et al. (U.S. Patent No. 6,024,647). The rejection is respectfully traversed.

Bennett discloses an amusement ride vehicle that includes a chassis, a platform, a seat, an actuator and a triggering mechanism. The platform is supported by the chassis. The seat is pivotably supported by the platform and is pivotably moveable between an inclined and a declined position with respect to the platform. The actuator is linked to the seat. The triggering mechanism triggers the actuator.

Claim 5 depends from claim 1 and includes all of the features of claim 1. Thus, it is respectfully submitted that claim 5 is allowable at least for the reason claim 1 is allowable as well as for the features it recites. For instance, claim 5 recites a gravity detector for detecting a direction of gravity applied to a seat disposed in the vehicle.

Claim 8 depends from claim 7 and includes all of the features of claim 7. Thus, it is respectfully submitted that claim 8 is allowable at least for the reason claim 7 is allowable as well as for the features it recites. For instance, claim 8 recites a single auxiliary rail formed in a second zone in parallel with a rail structure and is disposed between a pair of parallel tracks forming the rail structure.

Withdrawal of the rejection is respectfully requested.

Further, Applicants assert that there are also reasons other than those set forth above why the pending claims are patentable. Applicants hereby reserve the right to submit those other reasons and to argue for the patentability of claims not explicitly addressed herein in future papers.

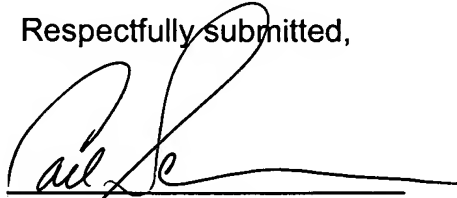
In view of the foregoing, reconsideration of the application and allowance of the pending claims are respectfully requested. Should the Examiner believe anything further is desirable in order to place the application in even better condition for allowance, the Examiner is invited to contact Applicants' representative at the telephone number listed below.

Should additional fees be necessary in connection with the filing of this paper or if a Petition for Extension of Time is required for timely acceptance of the same, the Commissioner is hereby authorized to charge Deposit Account No. 18-0013 for any such fees and Applicant(s) hereby petition for such extension of time.

Respectfully submitted,

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Enclosure(s): Amendment Transmittal

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